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CENTRAL INTELLIGENCE AGENCY

REPORT NO. [redacted]

INFORMATION REPORT

CD NO. 25X1A

COUNTRY Germany (Russian Zone)

DATE DISTR. 5 Jan. 1950

SUBJECT Fast Submarine Equipped with Standard Propelling Plant

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NO. OF ENCLS. (LISTED BELOW) 11 Annexes *

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[redacted]

*Documentary

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SOURCE [redacted]

25X1A [redacted] Comment:

1. The enclosed design has been elaborated by German submarine designers at the BERLIN-KOEPENICK Construction Bureau by order of MOP (Soviet Navy Department).

2. As a result of German experiments carried out prior to and during the war, the U-boat Diesel, i.e. Diesel engine for submarines, had been developed to represent a standard engine for submarines suited for both surface and underwater cruising owing to the application of an exhaust gas hydrogen plant. This kind of construction has been actually adopted in this design for use in a fast submarine.

3. This plant has been provided for installation in a submarine displacing about 350 tons and being capable of doing as much as 23 knots both on the surface of the water and underwater. Under ordinary circumstances only are the two Diesels working on the same propeller shaft running. There is no shnorkel device.

4. For lower submerged rates of speed a separate electro-motor with a small storage battery has been built in, giving the boat speeds ranging between 2½ - 6 knots.

5. As to operative tasks this submarine is suited for offensive operations in less remote sea areas.

6. The design contains a great number of technical details concerning the design and service of the main and auxiliary engine plants. On various occasions, vz. in such cases where sufficient experiences for the solution are not available, certain different possibilities have been dealt with in this design.

7. This design is probably primarily intended for testing the new propelling system. On the basis of the experiences obtained the plant will presumably be enlarged with a view to its suitability for being installed in a larger submarine with greater

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fighting power and an increased cruising range. However, essential difficulties will not be encountered with this propelling plant in the future.

8. Owing to the absence of the shnorkel with this kind of propelling plant the submarine has become a pure underwater vessel which is even less liable to be caught by anti-submarine defence than the shnorkel-equipped submarine.

11 annexes:

(1) Longitudinal section, deck plans and cross sections of the submarine (scale 1:100)
(2) Diagram of exhaust gas circulation
(3) Diagram of cooling water plant
(4) Diagram of fresh cooling water plant
(5) Diagram of lubricating oil plant
(6) Diagram of power oil plant
(7) Diagram of heigh pressure air plant
(8) Diagram of low pressure air plant
(9) Diagram of space airing plant
(10) Diagram of draining and flooding arrangements.
(11) Design "Fast Submarine" (German and English)

25X1A [redacted] **Comment:**

The German original of this report will be made available upon request.